

IN THE CLAIMS

Please amend the claims as follows:

Claim 1 - 6 (Cancelled).

Claim 7 (Currently Amended) An emergency brake device for an elevator comprising:

a brake shoe portion provided inside one of a sheave and a deflector sheave of an elevator and having a brake shoe at a lower end of the brake shoe portion,

the brake shoe generating a braking force due to friction upon abutting an inner wall of an outer peripheral frame of one of the sheave and the deflector sheave at a time of braking,

the brake shoe portion tilting at the time of braking by the braking force,

the brake shoe portion having built therein a spring mechanism provided between the brake shoe and a king pin, the king pin extending along an axis that is offset with respect to a centerline passing through a rotation shaft of one of the sheave and the deflector sheave, and the king pin is fixed to a bearing of the rotation shaft,

the spring mechanism having a first end movably supported by the king pin and a second end connected to the brake shoe, and

the spring mechanism absorbing a force generated between the brake shoe and the king pin due to the braking force[[.]] ,

the spring mechanism comprising:

a compression coil spring pressing the brake shoe toward the sheave at the time of braking and

a block which receives the compression force of the compression coil spring and which has a support hole in the form of a slot, the support hole being sized, shaped, and

positioned to receive the king pin.

Claims 8-26 (Cancelled).

Claim 27 (New): An emergency brake device for an elevator comprising a sheave mounted on a shaft, said emergency brake device comprising:

- (a) a bearing mounted on the shaft, the bearing having two king pins projecting therefrom;
- (b) a brake shoe portion provided inside the sheave, the brake shoe portion having:
 - (i) a main body portion tilting at a time of braking by a braking force;
 - (ii) a brake shoe at an end of the main body portion; and
 - (iii) a first support hole in the form of a first slot having a first end and a second end;
- (c) a pair of spring mechanisms in an open V-shaped configuration on either side of the longitudinal centerline of the main body portion, each of the pair of spring mechanisms comprising:
 - (i) a compression coil spring pressing the brake shoe toward the inner wall of the sheave at the time of braking and
 - (ii) a block which receives the compression force of the compression coil spring and which has a second support hole in the form of a second slot having a first end and a second end, the second support hole being sized, shaped, and positioned to receive one of the two king pins;
- (d) a drive portion for moving the brake shoe portion between a position where the brake shoe is spaced from the inner wall of the sheave and a position in which the brake shoe abuts the inner wall of the sheave, generating a braking force, said drive portion comprising:

- (i) a solenoid coil;
- (ii) a plunger driven by the turning on and off of electrical current to the solenoid coil;
- (iii) a pin connected to the brake shoe portion provided at one end of the plunger, the pin being sized, shaped, and positioned to be received in the first support hole;

whereby:

(e) when the sheave is rotating about the shaft in a first direction and the drive portion has moved the brake shoe into abutment with the inner wall of the sheave, a first one of the two king pins, is received in the first end of the second support hole, a second one of the two king pins is received in the second end of the first support hole, and the pin is received in the first end of the first support hole, tilting the brake shoe portion in a first direction relative to the longitudinal centerline of the main body portion, and

(f) when the sheave is rotating about the shaft in a second direction, opposite to the first direction, and the drive portion has moved the brake shoe into abutment with the inner wall of the sheave, the first one of the two king pins is received in the second end of the first support hole, the second one of the two king pins is received in the first end of the first support hole, and the pin is received in the second end of the first support hole, tilting the brake shoe portion in a second direction, opposite to the first direction, relative to the longitudinal centerline of the main body portion.

Claim 28 (New): The emergency brake device for an elevator according to Claim 27 wherein the sheave is a hoisting machine sheave.

Claim 29 (New): The emergency brake device for an elevator according to Claim 27

wherein the sheave is a deflector sheave.

Claim 30 (New): The emergency brake device for an elevator according to Claim 27 wherein the end of the brake shoe portion is its lower end.

Claim 31 (New): The emergency brake device for an elevator according to Claim 27 wherein the first support hole in the form of a slot is composed of half circles at either end joined by straight lines.

Claim 32 (New): The emergency brake device for an elevator according to Claim 27 wherein the second support hole in the form of a slot is composed of half circles at either end joined by straight sides.

Claim 33 (New): The emergency brake device for an elevator according to Claim 27 wherein the end of the plunger on which the pin is provided is the distal end.

Claim 34 (New): The emergency brake device for an elevator according to Claim 27 wherein the compression force of the compression coil springs varies as the brake shoe portion is tilted relative to the longitudinal centerline of the main body portion.